REMARKS

The specification has been revised to correct typographical mistakes and to refer to Figures 10-1 and 10-2 in the specification. In particular, the description of Figure 10-1 is supported on page 4, lines 20-21 and page 7, lines 24-29 where the induction motor 25 is shown in combination with a clutching device. It is respectfully submitted that the changes do not involve new matter.

Entry of the above amendment and early and favorable action on the merits is respectfully requested.

Respectfully submitted,
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APPENDIX A
(Clean Copy of Amended Paragraphs)

Page 2, line 25 to page 3, line 3:

a1

However, the existing electrical motor design has limited the basic design approach that is used, i.e. a gear box and power drive train for converting the energy generated by the electrical motor into a mechanical driving force is typical in an EV design. The improvement of the total distance that can be traveled with an existing electrical motor and drive train technology is seriously limited. The complexity involved with the existing motor design makes it a target of improvement. As can be seen in Fig. 10-2, one prior art motor design can be used as part of the wheel in a HPV (human power vehicle) so that an extra drive train can be eliminated.

Page 3, lines 8-16:

a2

It is the objective of this invention to improve such a situation with a solid robust motor design that can be build as part of the wheel structure module of the existing IEC vehicle design. With such [a] an active propelling wheel drive, the design can be easily implemented on any vehicle. As indicated by a prior art device as shown in Fig. 10-1, the concept of a clutch device used in a drive train can be applied together with the embodiment of the present invention. The conventional gear box and drive train can be completely re-designed. The total weigh of a vehicle can be greatly reduced and superior drive efficiency can easily be implement with the digital electronic technology that is available now.